

June 21

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## MORE WHITING AND MACKEREL

**TRAPS LANDED 42,000 POUNDS  
HERE TODAY—FEW GROUND-  
FISH**

The traps accounted for most of the fresh fish landed here since yesterday when the totals reported included over 42,000 pounds of mackerel, whiting and very little cod.

The foremost arrival was of course the Amberjack, II with President Roosevelt and party aboard, arriving about midnight last night, and remaining until noontime today.

### Gloucester Arrivals and Receipts.

The arrivals and fares in detail: Grace A., seining, 1000 lbs. mackerel.

Nimbus, netting, 1500 lbs. mackerel.

Tarr's traps, 35 barrels whiting, 3000 lbs. mackerel.

Woodbury's traps, 2200 lbs. mackerel.

1139-C, netting, 1700 lbs. mackerel.

Mayo's traps, 30 barrels whiting.

Edith R., seining, 10,000 lbs. mackerel.

Hannons' traps, 35 barrels whiting.

Rose Marie, seining, 3000 lbs. mackerel.

Small boats, jigging, 3100 lbs. cod.

Adventure, via Boston.

Alden, via Boston.

Leretha, via Boston.

Nova Julia, via Boston.

Rose and Lucy, via Boston.

Angie and Vence, via Boston.

Uncle Sam, via Boston.

Josephine and Margaret, via Boston.

Eleanor, via Boston.

Funchal, via Boston.

Old Glory, via Provincetown.

Amberjack II, via Nantucket.

U. S. S. Comanche, via Nantucket.

U. S. S. Ellis, via Nantucket.

heavy stock.—St. John's, N. F., Herald and Trade Review.

### N. F. Fish News.

During the past week there has been little of interest to report concerning either the foreign fish markets or the local wholesale provision markets. Prices are, in nearly all instances, the same as those prevailed at the time of writing our last report. At this season of the year there is little activity in the fishing industry, and during the week the local markets have been steady.—St. John's, N. F., Herald and Trade Review.

### The Lobster Market.

Lobsters have been in fair demand in Boston and last arrivals sold at \$23 per crate. In the corresponding week last year the price was \$21 per crate.

### In Fair Demand.

Salmon have been in fair demand for the Boston trade and sold at moderate prices. Quite a lot of Newfoundland salmon have come forward, dressed and some round. Probably 90 per cent. of the receipts from eastern points are these Newfoundland fish.

## MACKEREL ARE MOVING SLOWLY

**TEN FARES AT BOSTON THIS  
MORNING—GROUNDFISH PRI-  
CES ARE HIGHER.**

A fleet of 32 craft reported at the Boston fish pier this morning. Thirteen of them had mackerel. Receipts were 151,000 pounds, not including fares of three late comers whose trips were not reported. Mackerel sold very slowly at two to three cents per pound and only one fare had been taken when the early morning report was received.

Other receipts included 575,000 pounds of groundfish, 40 swordfish and 138,000 pounds of mixed fish.

Groundfish prices were fairly strong and higher.

The gasoline boat Ile Madame, arriving from Nova Scotia, brought a shipment of 380 crates of live lobsters yesterday.

### Boston Arrivals and Receipts.

The arrivals and fares in detail:

Str. Amherst, 50,000 haddock, 7500 cod, 12,000 mixed fish.

Str. Notre Dame, 30,000 haddock, 37,000 cod, 15,000 mixed fish.

Str. William J. O'Brien, 40,000 haddock, 29,000 cod, 17,000 mixed fish.

Str. Ocean, 43,000 haddock, 26,000 cod, 17,000 mixed fish.

Str. Fordham, 18,000 haddock, 35,000 cod, 22,000 mixed fish.

Waltham II., 5000 haddock, 4000 cod, 1300 mixed fish.

Geraldine and Phyllis, 21,000 haddock, 9500 cod, 10,000 mixed fish.

Sadie M. Nunan, 14,000 haddock, 28,000 cod, 6500 mixed fish.

Shamrock, 24,000 haddock, 38,000 cod.

Philip P. Manta, 8000 haddock, 36,000 cod.

Dawn, 25,000 haddock, 44,000 cod.

### Portland Notes.

Early Tuesday morning two fishing vessels left port after fitting out at Central Wharf. The beam trawler Boston College headed for the Western Bank for groundfish, and the sch. Hesperus sailed for the Grand Banks for halibut.

### Repair Mission Ship.

The Grenfell Mission sch. George B. Cluett, Capt. Kenneth Iverson, was recently overhauled, and is now at the wharf of Robin Jones & Whiteman, Ltd., in Lunenburg, N. S. She will sail shortly on work for the Mission.

Tern schooner Evelyn Wilkie, which discharged a cargo of salt at Lunenburg, was on the marine railway for cleaning and painting and has sailed for LaHave.

The former Liverpool fishing schooner Kristine M., recently sold at auction at Halifax, is in port undergoing repairs.

Tern schooner Hazel Myra has been purchased by LaHave parties.

Motor schooner Ocean Maid, formerly owned in Lunenburg and recently purchased by Adams & Knickle, Lunenburg, has arrived from Yarmouth.

### Golden Haddock.

Marine biologists of the U. S. department of fisheries at Boston secured another golden haddock, known to fishermen as "Albino" haddock, yesterday, when the small dragger Virginia and Mary arrived at the fish pier with one of this species which was immediately turned over to the bureau. This fish was about 30 inches long, a golden yellow in color, and was brought up in the dragger's net with a large jag of other haddock of regular color. No reason for the peculiar coloring on these fish has yet been discovered.

## SQUIBS FROM THE WATER FRONT

**PRESIDENT'S YACHT AMBER-  
JACK II CHIEF ATTRACTION  
IN THE HARBOR TODAY**

The most important arrival of the night was the small yacht Amberjack II, not because of the craft itself, but the passenger list aboard, which included none other than Mr. President, the man who is struggling against a battery of cameras of all descriptions to get a well-earned vacation. The important arrival dropped anchor just inside the breakwater at Eastern Point.

The two destroyers Comanche and Ellis, escorting the presidential yacht, anchored quite far inside the breakwater at 11:50 o'clock, unheralded by the townspeople as a whole because of the quick change of plans.

From the rail of the sch. Gertrude L. Thebaud, they presented the President with another picture of the vessel, but what would have been more to the point is to have presented him with a picture of all the schooners and mackerel seiners lying idle at the wharves because they cannot sell what they catch for a living wage. Their forest of short spars was a picture that told the story why the fishermen appeal to the government for aid.

And incidentally where is that federal aid for which the fishermen descended upon Washington a few months ago in the famous international racer? That's what interests Gloucester today!

Capt. Bert Perry brought the swordfishman Josephine and Margaret here Monday night, docking at Davis Brothers' wharf, and expects to leave today for the grounds again. The Funchal, and Annie and Mary are also in port, having come here from Boston after discharging their fares of swordfish. Capt. Col. Powers is in the Annie and Mary, while Skipper Patrick Murphy is master of the Funchal.

The mackerel seiner Eleanor arrived here Monday night from Provincetown. Phyllis A. has also been hauled out of the game for a few days.

Among those hanging around the grounds during the Sabbath are the gentlemen fishermen who angle for the sport of it, and with no idea to rush the market on Monday. Some of them flabbergasted the hard-boiled old salt in oilskins, when they actually, use a long slim pole, and cast the line from it, just as they are accustomed to doing in the trout streams. That's the kind of a fisherman to whom the regulars tip their hats.

Which reminds Squibs, that this column is intended to be for the readers and contributions are more than welcome, in fact, readers are urged to send in whatever news of interest, past or present, they have as regards to the men of the sea, and information will be given every consideration. So be a contributor, as well as a reader, and let the populace know of the interesting things you know.

Another small craft that does not intend to let a swordfish get by her is the Pauline and Jean, in which Capt. Alex MacDonald will soon sail, with his weather eye out primarily for mackerel. But just in case, he is having a pulpit extended from the bow for the gentleman with the lily-iron to do his durndest and collect on the over-sized specimens which are due in this neighborhood.

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# Chief Executive Aboard Yacht Amberjack II Slips Quietly Into Gloucester Harbor

## Greeted by Andrew This Morning--- "Hello Piatt" is President's Hearty Salutation to Friend of Old

President Franklin Delano Roosevelt, skipper of the yacht Amberjack II, surprised everybody by passing Provincetown last night and sailing directly into Gloucester harbor arriving here shortly before midnight, and dropping anchor just inside Dog Bar breakwater. It was 11.50 o'clock when the President arrived accompanied by a naval escort, the United States destroyers Comanche and Ellis, which anchored farther inside the harbor.

The only ones to greet the presidential yacht, were the dozen who accompanied Capt. Ben Pine aboard the sch. Gertrude L. Thebaud which left its dock at the Atlantic Supply wharf at 7 o'clock last night and picked up the President's yacht about 14 miles off Eastern Point, though there was no way to make her presence known, and the President was probably unaware that even one Gloucester craft was escorting him. Capt. Pine, however, with skippers who are ashore at present, sailed out to the yacht this morning in the famous racing schooner, and personally returned the compliment paid the Thebaud upon her arrival in Washington last April when the President was awaiting Capt Pine and his crew of fishing captains on an errand for the fishing industry.

### Provincetown Disappointed.

Provincetown was keenly disappointed at the sudden change in the President's plans, for along the waterfront gathered the citizenry to pay tribute to their scheduled honored guest, even having an especial gift to present to him, but were forced to present it to one of his emissaries of the naval escort, while the yacht taking advantage of the strong and favorable breeze that was filling her sails, caused the skipper to make up lost time, and head for Gloucester harbor. The newspapermen were ashore at the time, wiring their stories on the important meeting of the President with Raymond B. Moley, chief among the administration's celebrities. The darkness offered a risk that her good intentions might be mistaken by the convoy which was carefully guarding the yacht.

### Greeted With Deluge.

The President had his first glimpse of Gloucester early this morning, and was greeted with a heavy deluge that gave the crew a busy spell getting everything under cover.

"Hello, Piatt," was President Roosevelt's informal and chummy greeting to Congressman A. Piatt Andrew as the latter, the first Gloucesterite boarded the Presidential yacht, the time being 9 o'clock this forenoon. This was no ceremonial between these two distinguished gentlemen, for long before the President arose to the heights as the chief executive of the leading nation in the world, he and Congressman Andrew roamed through Harvard yard at Cambridge when both were young students together. Their friendship has not waned, though they are on opposite sides of the political fence, for from the very day of Roosevelt's inauguration, Congressman Andrew has stood

solidly in support of his former college chum.

From his estate at Eastern Point, the congressman could see the Amberjack as she laid at anchor inside the breakwater, and as soon as he figured the Presidential party had breakfasted, he took to a small boat, and was rowed near the yacht which he hailed to discover if his presence would be welcome.

### "Hello, Piatt."

And it certainly was, for he was requested to clamber aboard, and down the cabin, in most informal dress, pajamas in fact, he saw the President, resting comfortably on a bunk, reading yesterday's newspaper. Looking up, as he heard the con-

President Roosevelt told the congressman that he intended to leave early this afternoon for Portsmouth, N. H., where he will be joined by another of his sons. He brought out some old photographs taken years ago and showed Col. Andrew one of them, a Kodak snapshot picturing the President perched upon Andrew's back and both of them received a good laugh over the incident. The President has been a visitor at the Andrew estate at Eastern Point in the past. After spending 20 of the most pleasant minutes in his entire career, Congressman Andrew shook hands with the President, and bade him goodbye and "bon voyage."

### Thebaud Greets President.

Whistles shrieked and horns tooted at 10.40 o'clock this morning as the fleet of vessels in the harbor, and the hundreds of small boats which kept their respectful distance from the presidential yacht, saluted the famous racing schooner Gertrude L. Thebaud as she departed once again from Harbor Cove, and with

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## ROOSEVELT MAKES HARBOR HERE

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a galaxy of fishing skippers and the municipal council and other distinguished citizens of Gloucester, set sail for the breakwater, to officially welcome President Roosevelt and his party to the oldest fishing port in the United States.

Aboard the famous vessel which has been painted and put ship-shape since the history-making trip to Washington where the President greeted the skippers at the dock, were such famous Gloucester-men as Capt. Edward A. Proctor, president of the Master Mariners' Association and Capt. Bill Nickerson, vice president of the association; Capt. Clay Morrissey who has commanded such a remarkable salt banker as Arethus; Capt. Jim Mason, one of the old-time halibutermen who will take the Arthur D. Story to follow the presidential yacht on her Maine trip, with movie-camera-men aboard to shoot pictures of the voyage; Capt. David Lopes one of the prominent old-time Portuguese skippers; Capt. Joe Mesquita, perhaps the most celebrated of Portuguese skippers; Capt. Jimmy Abbott who took the Thebaud to Washington; Capt. Frank Foote of the Old Glory, and of course Capt. Ben Pine at the wheel, for he's the racing skipper of this fisherman which has given the Canadian schooner Bluenose some mighty uncomfortable moments in their marine encounters. Mayor John E. Parker was aboard as well as Aldermen Weston U. Friend, Earle R. Andrews, Henry H. Parsons, J. Russell Bohan; State Representative Harold B. Webber; Henry F. Brown, secretary of the Gloucester Master Mariners' Association, and the man who spoke for the fishermen at the Washington conference in April; Thomas J. Carroll, general manager of Gorton-Pew Fisheries Company; William J. Hatch, chairman Democratic committee of this city.

### Present Painting to President.

Upon arriving near the Amberjack the Thebaud was maneuvered into position and a small boat carried Capt. Ben Pine, Nate McLoud and A. H. Kenyon of the New England Council to the yacht, where President Roosevelt received the painting of the Thebaud, from the hands of Capt. Pine, while Mc. McLoud made the presentation speech. The painting is the work of Emil Gruppe of this city, member of the East Gloucester art colony and shows the Thebaud well keeled over, the wind filling every inch of canvas.

Previous to the presentation, Mayor Parker spoke and extended a sincere welcome to the President and party on behalf of the citizenry of Gloucester, declaring this to be one of the happiest days for Gloucesterites when they were privileged to greet their chief executive. At this time Capt. Pine in characteristic marine fashion, gave a 21-blast salute on the fishing vessels' whistle, the official presidential salute, and the president was greatly affected by the demonstration of loyalty and esteem.

Following the presentation, and the exchange of greetings, the Thebaud party returned to the wharf, and gave the President his son James and others of the yachting party, a chance to breathe and be themselves again.

### "Amberjacks."

With the arrival her of the Presidential party last night on the schooner yacht Amberjack II., the following editorial in the Boston Herald this morning is of interest:

Yachts, like race horses and Pullman cars, frequently receive names that are products of their owners' whimsy and are utterly incomprehensible to the prosaic landlubber.

# FEW KNEW PRESIDENT WAS HERE

## Quick Plans Made To Convey News To Press of Country

The arrival of the nation's chief executive in Gloucester, eventful occasion under any circumstances, was accomplished quietly, perhaps a bit more so than ordinarily might be the case in view of the constant vigil of newspapermen covering almost his every movement.

And so President Franklin D. Roosevelt, his son, James, and the party on board the *Amberjack II*, slipped into the harbor 10 minutes before the midnight hour last night, when a goodly portion of Gloucester's citizenry was tucked snugly between the quilts. Consequently, most of them awoke this morning to find the trim little schooner just inside the breakwater and the inner and outer harbor dotted with the accompanying squadron.

### Without Show.

The President's arrival here was certainly without ostentation. There wasn't the slightest bit of noise. Only swish-swash as the prows of the ships cut the water, broke the stillness of the night. This and the constant flashing of a myriad of lights aboard the accompanying flotilla were all that told the President was here. And that was the way the chief executive wanted it. No one anticipated that he would undertake a bold dash in the night across the steamer lanes of Massachusetts bay from the tip end of Cape Cod to Cape Ann. But that's exactly what he did, changing his plans at sea after part of the flotilla had made harbor at Provincetown late in the afternoon.

### Thebaud Leaves.

Other vessels and the *Amberjack II*, within a period of 20 minutes.

### Wires Kept Hot.

In the interim, hasty preparations for the handling of the news of the President's arrival had been going on and it wasn't long after midnight that the Western Union telegraph office was a bedlam of activity as newspaper reporters covering the leading services, the Associated Press, International News Service, United Press and Universal News and metropolitan dailies everywhere came in with their copy to tell the world of the President's trip from Nantucket to Cape Cod and from there across the bay to the ancient fishing port of Gloucester.

Up to 4 o'clock this morning, wires were busy carrying stories, principally to Chicago and other points further west, so that people out there may read in the morning papers of the arrival of President Roosevelt at Gloucester. Then there was a lull and early this morning the hum was resumed as the news began to go out again for the afternoon papers.

# MACKEREL CATCH CONSIDERABLY LESS

For the week ending June 16 the amount of mackerel landed by the fleet was 314,700 pounds. They were caught mostly off No Man's Land and off South Shoal Light. Some were caught by seiners off Thacher's Island.

Netters have made moderate catches along the shore, mostly off Thacher's. Catches comprised mixed fish, large and small, the large about two each and small one pound. They sold ex-vessel during the week from 3 to 8 cents per pound for large and 2 to 6.50 for mediums and a few spikes at 2 cents.

In the corresponding week last year the mackerel fleet landed 1,794,499

pounds of fresh mackerel, mostly large and medium fish, caught mostly off South Shoal light. Included in the receipts were 16 arrivals from Cape Shore with 470,000 pounds. Mackerel sold during that week from 1.3 to 5.5 cents per pound.

### Selling for Bait.

Advices to the Boston Fish Bureau from Yarmouth, N. S., state that traps are catching a few mackerel, mostly large, that are being sold locally for bait, some for salting and the remainder for freezing.

The total mackerel catch for 1933 has been 10,271,165 pounds as compared with 11,844,500 pounds in 1932; 8,574,400 pounds in 1931; 12,654,595 pounds in 1930 and 8,882,400 pounds in 1929.

## SQUIBS FROM THE WATER FRONT

### HEAVY BANK FOG ENVELOPED COAST LINE EARLY THIS MORNING

The President would have received all the privacy in the world if he were here this morning, and the *Amberjack II* would have been lost in the thick fog which blanketed all shipping in its damp white robes. Bad, very bad, for the ships at sea.

Even the Gertrude L. Thebaud failed to draw such a "house" as did the presidential yacht *Amberjack II*, with President Roosevelt in person aboard, as he sailed via the picturesque Squam river, that he might get the full advantage of the wind instead of having to buck against it. Incidentally it was like a village mass meeting to see the hundreds which flocked to the river bank from the "Cut" bridge to Squam yacht club and beyond, just to catch a glimpse of the President and receive his farewell salute.

Capt. Ed Proctor, president of the Master Mariners, who boarded the *Amberjack II* yesterday forenoon with Capt. Ben Pine, pleased the chief executive of the nation immensely when he conferred upon him an honorary membership in the association. The President will be sent a suitably engraved and decorative membership card in the near future.

All craft in the harbor which sailed around the presidential yacht, took down their "highs" and flew the American flag from the topmast in honor of the President. Among those to hover around the craft were the Rose and Lucy, Capt. Philip Parisi, Rose Marie, Capt. Peter Scola, Virginia and Mary, and the Grace F. Capt. Frank Favalora, all mackerel seiners except the Virginia and Mary which is a dragger. Harbor Master Loren A. Jacobs, skipper of the tug *Eveleth*, was within 10 feet of the yacht, while the oil boat from Nangle Oil company, was alongside to supply the yacht with gasoline.

It looks as if that idea to land, all the mackerel caught by the fleet of seiners in Boston, has not panned out so well, for Boston dealers have not been able to handle the fish as they are said to have claimed they could. Therefore the latest quirk in the grand struggle to emerge from the mackerel dilemma is that the fish be landed right here in Gloucester, and disposed of by local dealers to whatever buyers in other distributing points which are willing to handle them.

Two strange boats are in port, and Squibs, who, with the rest of the scribes from near and far have been pursuing presidential arrivals, has sort of slipped up. One of them is said to be the Norwegian steamer *Norkap II*, docking at Pew's wharf, loading supplies for a proposed trip to Greenland.

The second craft is some craft, being a four-master, arriving yesterday afternoon and anchoring off the Pancake in the outer harbor. What's her name and where she has been is something more that will appear in the "colyum" tomorrow.

Were they all upset at the Fort yesterday! It seems that the mackerel market at Boston Fish pier simply wasn't, and there was no way to unload the fares, so word was sent out to that effect. But the Nova Julia, Capt. Leo Favalora, refused to heed the warning, and after icing up, set sail for better or for worse. The rest of the Italian fishermen immediately congregated along the wharves and the street, and for hours let fire a regular bombardment of palaver in their native tongue, which sounded like the war was on anon. They rather felt their skippers and owners should let them follow the Nova Julia, or that they should be able to force the craft to stay in port. Incidentally, Capt. John Dahlmer, president of the Fishing Masters Producers association, appeared on the scene and did his best to straighten out matters.

The Fort wharves from the Cape Ann Cold Storage to the Cape Pond Ice company section, had quite a crew of "handliners" enjoying themselves yesterday afternoon as they sat on the edge of the piers, and waited for tinker mackerel, pollock or flounders to nibble at the worms they used for bait. One chap had quite a catch of the small mackerel which looked delicious enough for any table.